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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. The Pechenga (Petsamo) Road ran north/south along the Pechenga River. Measuring approximately eight meters in width, with about one meter of grassy shoulder on either side, the Pechenga Road was covered with gravel and was smooth, hard, and very well kept. On either side of the road was a ditch, each of which was about 70 cm deep and 120 cm wide. Telephone lines were strung along both sides of the road, about eight on the east side of the road and 16 to 18 on the west side of the road. The poles on which the wires were strung were about ten meters high with two or three crossbars and spaced 100 to 150 m apart. Several lines strung along the river were described as power lines. Both dark and light colored insulators were used on telephone and power lines. The insulators on power lines were about seven centimeters in diameter by ten centimeters, and those on telephone lines were a little smaller. A considerable amount of truck traffic was usually in evidence on the Pechenga Road, most of it during the day. Among the trucks traveling on the Pechenga Road were tank trucks and four-wheeled, six-wheeled, and eight-wheeled trucks, all of them gray-green in color.
2. Intersecting the Pechenga Road at a point four to five kilometers south of Pechenga (N 69-33, E 31-12) was another road. This road was gravel, about five meters wide, with ditches on either side, and showed few indications of use. In poor condition and obviously not maintained, the road was full of puddles and the ditches were overgrown with grass and weeds. About thirty meters south of the road was a power line with two very tightly stretched wires which were attached to white porcelain insulators on poles about seven meters tall and 18 to 20 cm in diameter. From the Pechenga Road this road ran westward, skirting the southern part of Nasykkajanka Swamp; eastward it ran around the southern end of Ristinoalvi Hill and then northward.
3. One to two kilometers east of the Pechenga River and running parallel to it was a single-track, wide-gauge railroad which ran from Pechenga to the south. The railroad ties were 20 to 25 cm in diameter and were spaced about 40 cm apart. The soft sand which was used as ballast had not yet settled between the ties. Wherever the railroad crossed a swamp, the tracks were laid on a fill which

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

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rose $1\frac{1}{2}$ to two meters above the swamp. Steam locomotives were the only type of locomotive in evidence. The only types of railroad cars in the area were dark red freight cars and a few green passenger cars. During a period of three or four days, only two or three trains a day were seen traveling on the railroad. All trains traveled at a speed of 15 to 20 km per hour.

4. About 400 m south of Nasykkajarvi Lake was a winter road, two to three meters in width, which showed no signs of use. Approximately one kilometer from the southern part of Nasykkajarvi Lake were several telephone wires strung through the trees but not fastened in any discernible manner.
5. One and one-half to two kilometers south of Nasykkajarvi Lake was a group of 10 to 15 wooden buildings. They were located about 300 m north of the road which ran westward from the Pechenga Road. The presence of men around the buildings and of three or more dogs in a fenced-in enclosure indicated that the buildings probably housed a border guard detachment. A semi-trailer truck and a horse and wagon were the only means of transportation in the vicinity of the buildings. Leading northward from the buildings was a barbed wire fence which ran to the south end of Nasykkajarvi Lake. Approximately 400 m south of these buildings was an observation tower; it was constructed of wood, mounted on four posts, and had windows in the enclosed top. About one kilometer southeast of this tower was a similar observation tower.
6. In an area bounded by the Pechenga River, Ristinoaiivi Hill, and the Kirikovanjoki River was a fairly large settlement which extended for some distance to the north of the Kirikovanjoki River. The railroad ran through this settlement, which had a small railroad station and a small railroad yard. Considerable construction work was in progress around the settlement, particularly on the erection of a factory measuring about 100 m in length. Peat was being dug in this area but no estimate could be made of the extent of excavations.
7. On top of Huotarinniemi Hill, located in a bend of the Pechenga River approximately $3\frac{1}{2}$ km west of Kiddoaiwanjarvi Lake, was a brick factory with large sandpits nearby. The factory measured 14 to 18 m in length, 10 to 12 m in width, and five to six meters in height. Nearby were two open sheds in which gray bricks were drying.
8. Seven to eight kilometers south of Pechenga and one-half kilometer west of Pechenga Road was a small building constructed on concrete. It measured about $1\frac{1}{2}$ m to the eaves of the roof. Leading from this building was a metal pipe, about 40 m long and seven to ten centimeters in diameter. In three or four places along its length the pipe was supported about a meter above the ground by wooden x-shaped poles. The pipe led to an excavation about one-half meter deep. Perpendicular to the end of this pipe was a second pipe which extended about six meters to either side of the juncture of the two pipes. A valve was located at the point where the two pipes were joined. No activity was observed in the vicinity of this structure and no purpose could be ascribed to it.
9. About $1\frac{1}{2}$ km south-southwest of Rodgijarvi Lake (approximately N 69-25, E 31-11) was a group of six to eight gray colored towers about three meters in height. Mounted on four poles, these towers had an enclosed top which was about $1\frac{1}{2}$ m high and $1\frac{1}{2}$ m in diameter. Near these towers was a gray observation tower, five to six meters high, also mounted on four poles. This observation tower had ladders leading up to the top of it. It had a roof but was not enclosed. About one kilometer east of these towers was a group of 12 or 13 white towers. This latter group of towers was similar in construction to the other group. Between these two groups of towers were four or five wooden sheds about two meters high. No activity was noticed around any of these structures and no function could be ascribed to them.
10. On top of a hill about one kilometer east of Rodgijarvi Lake was a pyramid-shaped marker about five meters high. Four poles formed the pyramid to a height of about $3\frac{1}{2}$ m; a pole with a broom-like tuft at the end of it extended upward from the pyramid structure for another $1\frac{1}{2}$ m. Some light unpainted stones were placed in a circle around the base of this structure.

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11. The Iso Heinajanka Swamp was a quaking bog, very difficult to cross on foot and impossible to traverse by vehicle. In those areas where the Nasykkajanka Swamp was dry and somewhat rocky, it could be crossed on foot with little difficulty and could be easily forded by vehicles. In some sections of the Nasykkajanka Swamp the Nasykkajoki River was a rock-filled, swift-flowing river two to three meters wide and about one meter deep. From the appearance of the brush along its banks, the river apparently had been as much as one-half meter higher at one time. The Pechenga River was 25 to 40 m wide, with gently sloping banks. It flowed at a speed of two to five kilometers per hour. Its water was a clear amber color.

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